

COUNTRY East Germany

REPORT

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TOPIC Schoenefeld Airfield

EVALUATION [REDACTED] PLACE OBTAINED [REDACTED]

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DATE OF CONTENT [REDACTED]

DATE OBTAINED [REDACTED]

DATE PREPARED 29 December 1952

REFERENCES [REDACTED]

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PAGES 3 ENCLOSURES (NO. & TYPE) [REDACTED]

REMARKS [REDACTED]

This is UNEVALUATED Information

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1. At 4:30 p.m. on 29 October 1952, hangars Nos 11 and 15 in the Diepensee area of Schoenefeld airfield were vacant. No aircraft were parked on hardstands No 28. At 11 a.m. on 18 November, the two hangars were still empty. Hardstand No 28 was occupied by an IL-12 with a red Soviet star on its rudder assembly and another IL-12 with a blue-white-red flag on its rudder assembly. No other planes were observed in the Diepensee area. On 18 November, tank truck [REDACTED] was parked in front of hangar No 11.

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2. Between 23 October and 20 November, hardstand No 35 was mostly occupied by 6 Li-2s and 3 biplanes while up to 4 Li-2s were observed next to the runway. Between 5:30 and 6 a.m., up to seven Li-2s took off from the field and usually landed between 3 and 4 p.m. However, the number of planes which were observed taking off and landing at the field on the same days did not agree. The following take-offs and landings were observed:

Date	Take-Offs	Landings
24 October	3 Li-2s, 3 biplanes	4 Li-2s, 3 biplanes
25 October	3 Li-2s	2 Li-2s
26 October	3 Li-2s, 2 biplanes	3 Li-2s, 2 biplanes
27 October	4 Li-2s	4 Li-2s
28 October	3 Li-2s, 1 biplane	3 Li-2s, 1 biplane
29 October	3 Li-2s	3 Li-2s
30 October	3 Li-2s	3 Li-2s
31 October	3 Li-2s	5 Li-2s
1 November	2 Li-2s	4 Li-2s
2 November	7 Li-2s	4 Li-2s

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Date	Take-Offs	Landings
3 November	5 Li-2s	2 Li-2s
4 November	2 Li-2s	
5 November	3 Li-2s	5 Li-2s
6 November	5 Li-2s	6 Li-2s
7 November	7 Li-2s	1 Li-2
8 November	1 Li-2	3 Li-2s
9 November	3 Li-2s	2 Li-2s
10 November	3 Li-2s	1 Li-2
11 November	2 Li-2s	4 Li-2s
12 November	3 Li-2s	4 Li-2s
13 November	5 Li-2s	not determined
14 November	3 Li-2s	4 Li-2s
15 November	3 Li-2s	2 Li-2s
16 November	3 Li-2s	4 Li-2s
17 November	4 Li-2s	3 Li-2s
18 November	4 Li-2s	3 Li-2s
19 November	3 Li-2s	4 Li-2s
20 November	4 Li-2s	not determined

3. The following air activity was observed at the field between 24 October and 17 November:

24 October. Between 7:30 and 11:30 a.m. and between 5 and 10 p.m., take-offs and landings were made from hardstand 35 during clear weather.

25 October. Between 8 and 10 a.m., taking off and landing was practiced by two biplanes which circled three times over the field.

28 October. Between 8 and 11:30 a.m., local flying was practiced by three-Li-2s from hardstand 35.

29 October. Between 8 and 11:30 a.m., two Li-2s from hardstand 35 and two biplanes made local flights while the weather was dull.

30 October. Between 4 and 11 p.m., there was air activity by two biplanes and two Li-2s from hardstand 35.

31 October. Two Li-2s from hardstand 35 practiced taking off and landing while it was drizzling.

1 November. An Li-2 plane practiced take-offs and landings in dull weather.

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During air activity performed at the field until 1 November, a radio truck was parked next to the runway. During air activity at night, the runway lights were switched on while the planes landed. The landing planes also had their landing lights switched on. No flights were made until 14 November.

14 November. Between 5 and 11 p.m., take-offs and landings were practiced by an Li-2 plane.

17 November. Between 5 and 11 p.m., two Li-2s took off and landed at the field during clear weather. The runway lights and the spotlights along the approach lane were switched on. While landing, the aircraft had their landing lights on which were fitted at the leading edges of the wings.¹

4. After 5 November [redacted] hardstand No 35 was occupied by three Li-2s which had a white stripe, about 20 cm wide, in a semi-circle around their noses [redacted]

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5. [redacted] an insignia on the uniform of a senior lieutenant. This officer who was repeatedly observed on the way to the pilots' hotel after landing with an Li-2 plane probably belonged to the flight personnel.³

6. The following motor vehicles were observed entering and leaving the field:

[redacted] truck, driver wearing red epaulets
jeep, driver wearing red epaulets
sedan, driver wearing red epaulets
truck, driver wearing red epaulets
sedan
truck, driver wearing black-bordered blue epaulets
jeep, driver wearing red epaulets
truck, civilian driver
tank truck
truck, driver wearing red epaulets
truck, Russian driver.

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1. [redacted] Comment. Schoenefeld airfield is still occupied by a military air transport unit. It is further used by the commercial planes of airlines. The reported number of planes which were observed taking off and landing at the field does not indicate a definite pattern of air activity.

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2. [redacted] Comment. The aircraft of the military unit are parked on hardstand No 35. The markings on the planes were previously reported.

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